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CENTRAL INTELLIGENCE AGENCY

25X1A

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2. Between 25 and 28 August 1950 the line from the Schoena border crossing point in the direction of Bad Schandau was guarded by railroad police accompanied by dogs. A railroad official said that these security measures were taken in connection with two special trains for delegates expected on 28 August 1950. (2)
3. All freight and express trains for Czechoslovakia will stop for customs inspection in Bad Schandau. The trains coming from Czechoslovakia will not stop. (3)
4. For the time being river traffic has stopped due to low water. The Czechs will open the lock in Aussig only if it is necessary for their own requirements. (4)

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Comments.

- (1) The trains seem to be samples of the entire traffic which is probably heavier within a 24-hour period. This border crossing point is also used by the following express trains: Express trains D 11 and D 12 from Copenhagen to Prague via Warne-muende (M 55/O 32), Berlin (M 53/Z 75), Dresden (M 52/F 29) and return operating twice a week; the daily express train D 35 and D 36 operating between Berlin and Zillina via Dresden and Prague.
- (2) The two special trains probably carried the delegates of those South European states with which trade agreements were concluded in Berlin.
- (3) Border crossing point and German customs station for this railroad line is Schoena (M 51/F 57). The counterpart in Czechoslovakia is Tetschen.
- (4) The stopping of shipping on the Elbe River is not only due to low water but also to a policy which is shifting as much river traffic as possible to the Oder.

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